

The Wheeling Intelligencer.

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WHEELING, W. VA., THURSDAY, MARCH 24, 1898.

PRICE TWO CENTS.

WILL INTERVENE.

That is the Impression Among
Republican Leaders

AS TO PRESIDENT'S ACTION

In Cuba if Spain Refuses to Heed
Demands

FOR CESSATION OF WARFARE

On the Island—The Matter will be Treated
Separately from the Maine Disaster,
but Intervention will not Come Until
After Court of Inquiry's Report is Sent
to Congress—It is Intimated That While
the Report Will not Fix the Responsibility
for the Explosion it will be Starting
in its Nature—Active Preparations
for Possible War Still Continue.

WASHINGTON, March 23.—The prevailing impression among the Republican leaders of the house is that the President will intervene in Cuba on humane grounds, but it is positively stated by one of them who is close to the President, that the intervention will not come until after the report of the board of inquiry on the Maine disaster goes to Congress. "The two questions will be treated separately," said he to-day, "and the message relative to Cuba will be sent to Congress soon after the report on the Maine question." The Cuban message as forecasted by a prominent Republican will waive the question of the Maine disaster, and putting aside that awful occurrence, will be in effect a DECLARATION TO SPAIN THAT THE PRESENT METHODS OF WARFARE IN CUBA MUST CEASE. IT WILL RESULT IN INTERVENTION IN CASE SPAIN DEMURS. THE MESSAGE WILL BE ACCOMPANIED BY THE REPORTS OF THE CONSULS IN CUBA.

Mr. Dooliver (Rep., Iowa), says that intervention on humane grounds will place our action upon a moral level that would command the broad sympathy of the world. We could afford, he says, to waive all question as to the Maine if the board does not fix the responsibility for the disaster on Spain, in order to make the greater issue.

A PROXIMATE MEMBER OF THE HOUSE, WHO HAS BEEN SEVERAL TIMES IN CONSULTATION WITH THE PRESIDENT RECENTLY, AND WHO POSSESSES AS MUCH UNOFFICIAL INFORMATION OF THE CAUSE OF THE MAINE DISASTER PROBABLY AS THE PRESIDENT DOES, SAYS THAT WHILE THE REPORT OF THE BOARD WILL NOT FIX THE RESPONSIBILITY FOR THE EXPLOSION IT WILL BE STARTLING IN ITS NATURE.

The feeling was universal throughout official circles to-day that the culmination of the Spanish crisis was near at hand. With the report of the Maine court of inquiry only a little while off, with the white house the center of long and earnest conferences between the President and the party leaders of Congress, and with exceptional activity towards emergency preparations in the war and navy departments, there was abundance of evidence that definite results regarding the Maine disaster and the Cuban question in general were about to be reached. Among the President's callers were Senators Cockrell, Turpie and Foraker, General Daniel Scales, former United States minister to Madrid, and Representative William Alden Smith, of Michigan, who has recently returned from a trip to Cuba.

The call of Messrs. Cockrell and Turpie was regarded as particularly significant, as they are representative Democrats in the senate and the visit followed that of Senator Gorman yesterday. It was generally understood that in the present emergency the President desires patriotic unity without reference to party. Secretaries Long and Alger also conferred with the President during the day.

Secretary Long later said that the Maine report probably would reach Washington tomorrow night. If, however, it did not come before 8 o'clock Thursday evening, Mr. Long said he probably would not receive it until Friday morning, when it would be laid before the President immediately. The secretary did not think the President would give the document any consideration at a late hour. It was more probable, he thought, if Lieutenant Marx arrived at a late hour that he would take the report to a hotel for the night.

There has been no change in the plan of sending the report to Congress early next week, probably Monday, accompanied by a message from the President. It is definitely settled, however, that the message and the papers accompanying it will relate exclusively to the Maine disaster. It will not take up the fearful condition of affairs in Cuba as shown by the reports of United States consuls, these being reserved for subsequent action, and a later message to Congress.

Secretary Long determined to-day to order the double turreted monitors Puritan and Terror to Key West, where they will reinforce the squadron in those waters. He also determined to bring into service the eight single turreted monitors at League Island navy yard, Philadelphia, two of which will be sent to Boston, two to New York and four held in reserve at Philadelphia. The Puritan and Terror take the place of the battleships Massachusetts and Texas, recently withdrawn from the squadron at Key West. It was stated at the navy department that this move was in accordance with a programme previously agreed upon although this programme has not been announced heretofore. The Puritan by many experts is regarded as the most formidable fighting machine in the navy.

In addition to the other preparations for possible trouble, the navy department took steps towards utilizing ten of the seagoing revenue cutters for use along the Atlantic coast. Captain Shoemaker, chief of the revenue cutter service, conferred with Assistant Secretary Roosevelt during the day on the plans for turning over these cutters to the navy. They will be first sent to Norfolk, where additional guns will be mounted and then will proceed to Key West and become a part of the squadron there. Their main service, however, will be as naval pickets, a chain of these fleet cutters being maintained outside of the cruisers and battleships.

The revenue cutter service now has ready for instant and active service 124 line officers, 74 engineers, 900 enlisted men and 19 vessels, of which 14 are on the Atlantic coast. Two others are in course of construction at Cleveland, and with much work can be completed and ready for sea in from thirty to forty-five days. The Manning, the Gresham,

the Algonquin, the Onondaga and the Winona are all new, fast and efficient vessels, and could go anywhere and perform any service that any vessel of their class can perform. The Manning is considered an eighteen knot boat. All of them, it is said, could be quickly converted into torpedo boats or dynamite cruisers. Whether this last move will be made is not yet definitely decided. Secretary Long said to-day that it had become evident that torpedo boats could not be bought abroad and could not be built in time enough in this country, so that we might have to equip other craft with torpedoes.

The navy department opened bids to-day for extensive improvements at Fort Tortugas and Key West, a formal transfer having been effected, as regards Tortugas which passes from the treasury to the war department. These consist of two solid steel piers, to be constructed at Dry Tortugas, with two extensive coal sheds and an elaborate mechanical equipment for loading naval vessels with coal.

At Key West the improvements consist of a steel pier and two coal sheds, with similar machinery for loading warships with coal. The bids ranged from \$1,151,000 for the entire work down to about \$400,000. The bidders for the Dry Tortugas piers and coal sheds were as follows:

Phoenix Bridge Company, Phoenixville, Pa., \$405,700; J. Dady, Brooklyn, \$507,000; S. S. Leonard Company, Jacksonville, \$274,700; Union Bridge Company, New York, \$350,000; Sanford & Brooks, Baltimore, \$639,000; New York Dredging Company, \$414,000; R. G. Packard, New York, \$669,000.

The bidders on the Key West works were: Phoenix Bridge Company, \$280,000; Michael J. Dady, \$297,000; S. S. Leonard Company, \$188,000; Union Bridge Company, \$240,000; Sanford & Brooks, \$445,000; S. P. White, \$273,000; R. G. Packard, \$442,000.

Two bids were made for the entire work at Tortugas and Key West, as follows: R. G. Packard, \$1,151,000, and Catatan & Jennings, New York, \$797,000. Other bids were made for the machinery, tracks, coal cars, etc., ranging from \$150,000 down. The award will be made within the next day or two.

The developments of the morning for the moment diverted attention from the report of the court of inquiry which is now on its way to Washington in charge of Judge Advocate Marx. In addition to the press dispatches concerning Lieut. Marx's trip, Secretary Long has received his own official advice that the officer is on his way. The expectation among the officials is that Lieut. Marx will arrive Friday morning, although his train may reach here Thursday night. There are no plans for meeting him or for any formalities on his arrival. He will come direct to Secretary Long and place the report in his hands. The secretary will convey it at once to the President. This will give the opportunity for its consideration by the cabinet at the regular meeting on Friday. After delivering the report Lieut. Marx will return to his post on the Vermont at New York unless the court of inquiry has further investigation to make, which is not at all likely.

MAINE INQUIRY.

Commander Marx Leaves Florida for
Washington With the Report.

MIAMI, Fla., March 23.—Lieutenant Commander Marx, of the Maine court of inquiry, with the following party arrived here this morning from Key West: Lieutenant Joe Hood, Lieutenant C. W. Junger, Passed Assistant Engineer F. A. Bowers, Cadets Amon Bronson and F. Boyd, Assistant Engineer J. R. Morris and Carpenter G. M. Helm.

A few minutes later they left on the East Coast railway for Washington. Lieutenant Commander Marx was very eloquent, but when your correspondent said: "It looks like war," he replied: "It surely does."

Others of the party in answer to the same question were more emphatic in their replies, one saying: "I cannot see how it can be avoided." Another in answer to the same question said: "There will be no war."

His face was genial and bright as sunshine, but suddenly a change came over his countenance, his eyes flashed fire, and when asked when their report would be made the reply was: "As soon as we reach Washington; there will be no delay."

The strong impression left here was that the board's report would be against the accident theory.

SENATE NAVAL COMMITTEE

Will Claim Jurisdiction Over Report on
Maine Disaster.

WASHINGTON, D. C., March 23.—The senate committee on foreign relations did not transact any business at its meeting to-day, but informally discussed the Cuban situation. In fact, the interest in Cuba at the present time is such as to overshadow everything else and no other foreign subject received attention. It can be stated that the consensus of opinion of the committee, based on information which has been received from the administration by various members of the committee, was that the President is pursuing a wise and conservative course, a course which is rendered necessary in issues which involve peace or war.

A member of the committee said that the course of the President was surely consistent with the interests of the intelligent people of the world that the United States was justified in its policy, and would have the moral support of Europe when the crisis came.

IT WAS THE OPINION, HOWEVER, THAT THE INEVITABLE TENDENCY WAS TOWARD A RUPTURE WITH SPAIN, AND THAT THE POSITION OF THE UNITED STATES WAS BECOMING STRONGER AND STRONGER EVERY DAY. The committee is aware that the Maine disaster will be treated as a separate and distinct incident for the present. There was some discussion as to what would be done with the report of the board of inquiry when it reaches the senate Monday, and it is probable that a motion will be made to immediately refer it to the committee on foreign relations. It is known that the naval committee will seek jurisdiction of the report, and will contest the right of the foreign relations committee to a matter involving the destruction of a battleship upon which a naval board has made a report. The foreign relations committee is confident, however, that the senate will consider that the Maine disaster involves foreign questions which make it proper that the right of that committee to consider the subject.

Members of the naval committee will claim that the senate having authorized it to investigate the Maine disaster, this committee should have the report of the naval board referred to it as a matter of courtesy as well as right. An effort will be made, however, to adjust the whole matter by the time the report arrives, so that no debate will occur after the committee has considered the report.

Keating and Kentucky Roads.

NEWPORT NEWS, Va., March 23.—The great battleships Keating and Kentucky to-night rest on the ways.

Continued on Third Page.

ARE FLOOD SWIFT.

Ohio and Indiana Suffering From
High Water.

COLUMBUS IS NOW INUNDATED

And Two Thousand People Sur-
rounded by Artificial Lake.

THE RAILROADS KNOCKED OUT

In Almost Every Section of the Buckeye
State—The Peculiar and Remarkable
Features of the Rise in the Ohio River.
Great Distress at Zanesville—Four Thousand People Driven from Their Homes.
Great Destruction Throughout Indiana.
Losses May Reach \$1,000,000—Points in
West Virginia Will Suffer.

COLUMBUS, O., March 23.—The Cleveland division of the Big Four railway, and the south line of the Columbus, Sandusky & Hocking were the only two of fifteen railroads here that could move trains out of the city to-day. The fine condition of the Big Four line north, enabled it to handle its own business and trains of the Pan Handle and Columbus, Hocking Valley and Toledo railways. The water trouble with most of these roads was and is in or near this city.

It seems to be settled that the system of levees which protected the west side of the city against ordinary floods are gone. They are submerged and are known to be badly broken in many places. These breaks permitted water to flow here it had not gone, perhaps in forty years. People in these parts were slow in moving out or upstairs. There are 1,500 or 2,000 of them on the upper floors of dwellings situated in an artificial lake. Men who worked all of Tuesday night to save bridges and levees sent out messengers to warn householders, but many of them, considering themselves safe, remained at home.

West Broad street, part of the old national road, being high and compactly built, is the only west side avenue open to travel its full length. It divides the upper and lower artificial lakes except as connected under bridges. The water is now falling.

Delaware's Disastrous Experience.

DELAWARE, O., March 23.—The flood which began last night, continued to-day, torrents of water pouring through the business streets. Four squares of business houses are under water and stock is either damaged or completely ruined. The rushing waters removed buildings from their foundations, while scores of wagon and foot bridges have been carried away. It is stated here to-night that the village of Waldo, north of here, has been washed out of existence, but the report cannot be confirmed, as all communication with Waldo is cut off.

A Remarkable Flood.

CINCINNATI, March 23.—A peculiar and remarkable flood is filling the banks of the Ohio river. It is peculiar in the circumstance that from Wheeling to Cairo, north of the left bank of the river makes the slightest contribution to this great freshet. Had the in-pour of waters from streams on the left bank been equal to that of those on the right the flood would have equalled that of 1884, perhaps surpassed it. News from central points in Indiana and from Springfield, Troy, Urbana and Zanesville, Ohio, indicate a fall from 3 1/2 to 4 1/2 inches at these places with one-half this precipitation within the last thirty-six hours. Nearly all railroads in central and southern Ohio are either crippled or totally disabled for the present. This is because of washouts, dangerous and destroyed bridges and the like. All over Ohio and Indiana railroad traffic is demolished.

To-night at Cincinnati, with the mercury at 45, a drizzling rain is falling and the clouds are threatening. The stage of the river at 9 o'clock to-night was 47 feet 6 inches, a rise of 8 inches in the last three hours. It will be over 50 feet by daylight and with a further rain will probably reach 55 feet.

Great Distress at Zanesville.

ZANESVILLE, O., March 23.—Since midnight Muskumung and Licking rivers have risen 15 feet and all the Eighth ward and parts of four other wards are submerged. Four thousand people have been driven from their homes and very few of them have saved any of their household effects. The current of Licking river has turned down Lee street, a half mile, and is washing out everything in its path. There have been a score of narrow escapes and more than fifty persons are missing. Every railroad entering the city is tied up, and all of them have experienced accidents. A bridge over Wakatomika creek gave way while Baltimore & Ohio passenger train No. 105 was crossing and the whole train was submerged. The passengers crawled to the tops of the cars and were rescued in shifts. Two of the trainmen were badly injured.

At Other Points.

URBANA, O., March 23.—The rain fell here last night was a regular cloud-burst. Mad river overflowed its banks for a half mile on each side and all the lowlands throughout the county are inundated, forming large lakes. An Erie passenger train was held from 10 o'clock last night until late this evening. Two trains with 200 passengers were held at Cable all night until noon to-day. The W. H. Marvin Company is among the heaviest losers here. Its immense cellar containing \$10,000 worth of goods, was flooded and the merchandise destroyed.

CANAL DOVER, O., March 23.—The Tuscarawas river has broken loose in one of the biggest floods known here, and at this hour the city is entirely cut off from the outside world by the high water which is rapidly rising. The damage done will aggregate many thousands of dollars, and unless the water recedes soon many lives will be in jeopardy.

DAYTON, O., March 23.—Dayton is in more danger than at any time since 1886, when the central part of the city was flooded. North Dayton is completely under water and about 500 houses are almost covered. There were several escapes but no lives are reported lost.

COSHOCTON, O., March 23.—The

Walondink, Tuscarawas and Muskingum rivers at this place are higher than ever before and still rising 7 inches an hour. Six hundred feet of the Pan Handle railroad has been washed away.

A Narrow Escape.

ZANESVILLE, O., March 23.—Any report concerning the wreck at Wakatomika creek is almost impossible to obtain before the return of the special correspondent sent to the scene. Almost

all telegraph wires are down. The best information obtainable now indicates that the crew and passengers have all had a narrow escape. It is stated that so far as they are known all the railroad men and all the passengers aboard are accounted for save the Baltimore & Ohio fireman and the Pan-Handle pilot, and it is reported that these swam the stream and escaped on the west bank.

DAMAGE TO H. & O.

In Ohio—A Detoured Train Runs Into a Washout.

SPECIAL DISPATCH to the Intelligencer.
BALTIMORE, Md., March 23.—Heavy rains caused washouts on the Lake Erie division of the Baltimore & Ohio, between Newark and Chicago Junction. That portion of the Baltimore & Ohio line, if the rain ceases, will be open for traffic within twenty-four to twenty-six hours. The situation on the Central & Ohio division, and between Zanesville and Newark, is somewhat worse. The bridge at Newark is down, and one or two other small bridges have gone out, and it may be forty-eight hours or more before the repairs can be made. Train No. 105 was detoured by way of the Pan-Handle from Newark, ran into a washout at Frazerburg, on the Pan-Handle, and the train was almost entirely submerged. The conductor wired General Superintendent Graham that the passengers and crew were safe.

All lines in the vicinity of Newark are having the same trouble as we are. Through travel between Chicago and the east is not effected by these washouts, as there is no high water between Chicago, Chicago Junction, Pittsburgh and the east by way of Akron.

J. H. MADDY.

INDIANA FLOOD SWIFT.

The Damage in the State Will Amount to \$1,000,000.

INDIANAPOLIS, Ind., March 23.—The reports coming in to-day from all over the state concerning damage done by the floods will send the aggregate loss up in the hundreds of thousands. Perhaps the figures may reach \$1,000,000. All the streams are overflowing their banks, houses and railroad tracks have been washed away, growing crops have been seriously damaged; in fact, general havoc has been created by the elements. Wrecks have been reported from different parts of the state and railroad traffic in Indiana east of this city is demoralized. Not a passenger train reached this city from the east or left to-day over the Big Four and other lines east here fared no better. At Shelbyville last night the river levee broke and the residence portion of the city was flooded, causing considerable loss. Richmond is in darkness owing to the flood. Martinsville and Columbus are isolated from the rest of the state for the time being and from many other points come tales of great woe.

All the bottom land outlying Indianapolis is covered with water and White river is slowly rising, but no great apprehension is felt. The damage in this city will not be great. The river is still four feet lower than high water reached in 1883.

COLUMBUS, O., March 23.—A train consisting of a passenger coach, caboose and locomotive, with a wrecking crew of twenty-four men, was wrecked near here this evening. The river broke over its banks, and the scene of the wreck is surrounded by water for a mile, and can only be reached by boats. Nearly every man of the twenty-four was more or less injured, and they are being brought to the city here as rapidly as possible, and everything done to alleviate their sufferings. Six or eight are badly injured, and may die. Frank Lizensky, of Sellersburg, will probably die to-night. Engineer Connell, of Longstreet, and two brakemen are missing and may be dead.

Provisions for 4,000 Men.

KEY WEST, Fla., March 23.—The Mallory liner Leona, from New York, was due to-day with three months' provisions for 4,000 men. The provisions will be stored here, and will considerably strengthen Key West as a naval rendezvous in case of war. This action is in line with the activity recently exhibited to hurry forward the fortifications, dredge the harbor and otherwise put this island in condition to withstand a possible attack, and to make it a suitable base of supplies.

Admiral Seward's Retirement.

KEY WEST, Fla., March 23.—The medical board which sat on the flagship New York yesterday was to consider the retirement of Rear Admiral Seward for physical disability. Its recommendation will be forwarded to the naval department. It is impossible to learn the decision at which the board has arrived, but it is believed that it recommended his retirement.

Projectiles for Fortifications.

WASHINGTON, March 23.—The bureau of ordnance to-day awarded contracts for supplying about 1,600 steel iron projectiles for sea coast fortifications. As rapidly as completed they will be shipped to the various places at which they are needed. Two Virginia companies were given the contracts, the Petersburg Iron Works and the Tredegar Company, of Richmond.

Activity at Charlestown Navy Yard.

BOSTON, March 23.—The activity at the Charlestown navy yard continues. Orders have been issued for the employment of forty-seven men in the engineering department, who will be put to work on the gunboat Mechas in making necessary repairs. Orders have been received for the immediate construction of twenty-four small boats. This will necessitate the employment of a large force.

Naval Officers to Leave Havana.

WASHINGTON, March 23.—The navy department has arranged for the practical withdrawal of all its naval officers at Havana, and the abandonment of the wreck of the ill-fated battleship Maine. Captain Sigsbee, Lieutenant-Commander Richard Waldron, Surgeon L. G. Hensberger, Paymaster Ray, Chaplain John P. Childwick, Chief Engineer Charles P. Howell and Naval Cadets J. A. Holden, and W. T. Clavertius, who have been in Havana with the wreck, will return very soon.

Movements of Steamships.

SOUTHAMPTON—Arrived: St. Louis, New York.
BREMEN—Arrived: H. H. Meier, New York.
BALTIMORE—Arrived: Munchen, Bremen.
NEW YORK—Arrived: Paula, Naples.
LONDON—Arrived: Kensington, Philadelphia.
MOVILLE—Arrived: Ethiopia, New York for Glasgow.

Weather Forecast for To-Day.

For West Virginia and Western Pennsylvania, fair and colder; light northerly winds.
For Ohio, fair; colder in southern portion; light northerly winds.

47 TO 50 FEET.

The Stage of Water That Is Anticipated
in the Ohio.

STILL RISING STEADILY AT PITTSBURGH

At the Rate of Four Inches an Hour, and an Added Rise of
Five Feet at the Smoky City Will Reach
Its Maximum To-night.

THIS WILL GIVE WHEELING FORTY-SEVEN OR FIFTY FEET.

The Top-notch of Which Will Not Be Reached Until Late To-night—All of
the Railroads Entering Wheeling Practically Suspend Traffic—Story
of the Flood's First Day—Island and South Side Residents Move to
Upper Floors—Neighboring Towns Affected—Big Loss in the Wholesale
District, and a Larger Loss Sustained by Wheeling District
Manufacturers—Navigation Suspended On the River.

Wheeling is in the throes of a flood that may equal the calamity of February, 1884, when over 52 feet was reached here, but the indications are that it will fall a few feet below the 1884 mark, a consummation which will be devoutly wished by the public.

The present flood has been remarkable in several ways, especially in the rises that have followed each other in rapid succession out of the Allegheny and Monongahela rivers, first coming out together and then alternating with the effect practically of one long continued rise. Yesterday morning the Monongahela was reported falling, and there were hopes that when the Allegheny got in bounds last night a ray or two of hope would be visible, but as shown elsewhere the Monongahela has responded to hard rains with another rise, which will keep up the stage and even increase it at Pittsburgh until this evening.

During the day the river came up the marks steadily, and although the rate had declined at midnight to three inches per hour, the last rise out of the Monongahela will keep up the flood stage and add to it, making the top notch between forty-seven and fifty feet. Of course this estimate cannot take into consideration the possibility—or probability—that there will be more of the provokingly persistent rain that has been a feature of the week. This same persistent rain is the factor that has made it extremely difficult for even the most experienced river observer to make a reasonably certain prediction on the present flood.

At midnight the Intelligencer talked to the Pittsburgh Post river editor over the long distance telephone, and secured the latest Pittsburgh approximation of the extent of the flood. It was stated that 32 feet was expected in the Ohio there this evening. It should be explained, however, that 32 feet in the Ohio means 35 feet in the Allegheny, the marks used in the Associated Press bulletins yesterday, so that with 29 feet 11 inches at Pittsburgh at midnight, over five feet is expected to materialize to-day. The rate of rise at Pittsburgh yesterday was almost uniformly four inches an hour.

With the maximum height at Pittsburgh not reached until this evening, it will be late Thursday night or early Friday morning when the rise ceases at Wheeling.

Below the Intelligencer covers completely the flood news field, giving the story of scenes of the day, shutting down of manufacturing, suspension of traffic by railroads and steamboats, the firing on a steamboat by a West Wheeling man, the loss and moving scenes at Bellaire, doings in the business district and other happenings that make up "the flood story."

FLOOD FIGURES.

Hour.	Pt.	In. Rate.
1 a. m.	31	4
2 a. m.	31	10
3 a. m.	32	4
4 a. m.	32	11
5 a. m.	33	8
6 a. m.	34	4
7 a. m.	34	11
8 a. m.	35	5
9 a. m.	36	0
10 a. m.	36	8
11 a. m.	37	4
Noon	37	10
1 p. m.	38	4
2 p. m.	39	10
3 p. m.	39	5
4 p. m.	39	10
5 p. m.	40	2
6 p. m.	40	6
7 p. m.	40	9
8 p. m.	41	0
9 p. m.	41	4
10 p. m.	41	8
11 p. m.	41	11
Midnight	42	2

YESTERDAY'S WHEELING MARKS.

Hour.	Pt.	In. Rate.
1 a. m.	31	4
2 a. m.	31	10
3 a. m.	32	4
4 a. m.	32	11
5 a. m.	33	8
6 a. m.	34	4
7 a. m.	34	11
8 a. m.	35	5
9 a. m.	36	0
10 a. m.	36	8
11 a. m.	37	4
Noon	37	10
1 p. m.	38	4
2 p. m.	39	10
3 p. m.	39	5
4 p. m.	39	10
5 p. m.	40	2
6 p. m.	40	6
7 p. m.	40	9
8 p. m.	41	0
9 p. m.	41	4
10 p. m.	41	8
11 p. m.	41	11
Midnight	42	2

*The decreased rate is not actual, as the marks on the Pan Handle retaining wall are not correct. There was an actual rise of four inches.

THURSDAY'S WHEELING MARKS.

Hour.	Pt.	In. Rate.
1 a. m.	42	5
2 a. m.	42	8
3 a. m.	42	11
4 a. m.	43	2
5 a. m.	43	5
6 a. m.	43	5
*Estimated.		

PITTSBURGH MARKS WEDNESDAY.

Hour.	Pt.	In. Rate.
1 a. m.	25	9
11 a. m.	26	3
1 p. m.	26	8
2 p. m.	27	0
3 p. m.	27	3
4 p. m.	27	6
5 p. m.	27	9
6 p. m.	28	0
7 p. m.	28	4
8 p. m.	28	4
9 p. m.	28	11
10 p. m.	29	2
11 p. m.	29	7
Midnight	29	11

OTHER FLOODS.

Year—Month.	Pt.	In.	Differ- ence.
1810—November	25	48	16
1812—February	35	48	13
1832—April	31	48	16
1832—April	25	43	18
1861—September	30	42	6
1862—April	27	37	12
1863—March	31	41	9

ON